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Business and commercial Aviation

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DOT CONSIDERING AIRPORT DEFEDERALIZATION 'EXPERIMENT'

Department of Transportation is considering asking Congress for authority to conduct an "experimental" airport defederalization program that would include airports of varying sizes and uses. Matthew Scocozza, assistant secretary for policy and international affairs at DOT, told BA last week that such a proposal is being considered for inclusion in DOT's legislative proposal for reauthorization of the Airport and Airway Trust Fund and related programs. The current legislation will expire at the end of fiscal 1987 (Sept. 30, 1986).

Scocozza acknowledged that drafting of the reauthorization proposal by DOT had fallen behind schedule, with the package now scheduled for submission to Capitol Hill in early February, shortly after the Reagan Administration submits its fiscal 1988 budget recommendations. No final decision on inclusion of the defederalization experiment has been made. If such a proposal is included, he indicated it could involve as many as 30 airports, divided equally among large, medium and small facilities.

Consideration by DOT of defederalizing even a limited number of airports could have important ramifications for a growing controversy about the ability of FAA to enforce grant agreements signed by airport sponsors when receiving federal airport development funds. Current law requires airports receiving such funds to continue operating as airports for at least 20 years after receipt of the most recent federal grant. Airport sponsors in Linden, N.J. and Columbus, Ohio are actively seeking or at least exploring ways to void those agreements so property containing the airport can be devoted to other uses (BA, Dec. 15/186; also see related story in this issue). Aviation interests are concerned that permitting airports to get out of existing grant agreement provisions will spur a rush of such requests and result in closing a significant number of airports across the country.

Scocozza indicated that other than the possibility of airport defederalization, the DOT reauthorization package will generally be similar to existing law. He said there will be an attempt to "streamline" procedures under the AIP program. Asked about funding for FAA programs, he said DOT will probably seek levels equal to or in excess of amounts authorized in existing legislation. He said one candidate for even higher funding is FAA's national airspace modernization program, which is rapidly moving into the hardware acquisition phase. Approval of increased funding in that area is still the subject of discussions with the White House Office of Management and Budget, he said.

CLOSING DEADLINE FOR SALE OF GLC SET FOR DEC. 27

Closing date for the sale of Gates Learjet Corp. to Cobey Corp. is scheduled for this week following the completion of a due diligence review no later than tomorrow (Dec. 23), according to the stock purchase agreement filed with the Securities and Exchange Commission. The agreement states that the closing will "in no event be later than 11:59 p.m. on Dec. 27." Agreement further states that if the closing has not taken place by that time, "obligations of the parties hereunder shall terminate."

Terms of the agreement for acquisition of Gates Corporation's 64.8 percent holdings in the GLC are the same as was offered previously by M.J. Rosenthal and Associates, $62.7 million, composed of $7 in cash and $1 in eight percent preferred stock for each Learjet share. The deal with Rosenthal was terminated at the beginning of the month (BA, Dec. 8/177).

(Continued on the following page)

NOW ONLINE WORLDWIDE

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		Nov. 86	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	0	3
TB-10	Tobago	5	41
TB-20	Trinidad	4	31
TB-21	Trinidad TC	1	9
R110		0	1
R180		0	0
R235		0	0
TOTAL		10	85
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	1
BE-C24R	Sierra	0	5
BE-F33A	Bonanza	3	22
BE-F33C	Bonanza	2	24
BE-A36	Bonanza	7	51
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	2	14
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	0
BE-58	Baron	2	24
BE-58TC	Baron	0	0
BE-58P	Baron	2	6
BE-76	Duchess	0	0
BE-B60	Duke	0	0
BE-C99	Airliner	0	1
BE-C90-1	King Air	4	11
BE-F90-1	King Air	1	4
BE-B100	King Air	0	0
BE-200	Super King Air	4	24
BE-200C	Super King Air	0	1
BE-300	Super King Air	0	22
BE-200T	Super King Air	0	0
BE-1900C	Commuter	2	15
Beechjet 400	Diamond IA	2	15
TOTAL		31	240
Manufacturers net billing — $30,509,727.72			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	*	36
HS-748		0	1
BAe 146-100		2	13
BAe 146-200		0	4
HS-125-800	Model A	1	16
HS-125-800	Model B	0	3
TOTAL		3	73
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	0	1
BN-2T	Islander	0	6
Mark III	Trislander	0	0
TOTAL		0	7
CANADAIR			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	5	15
TOTAL		5	15
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		0	0
CE-A152	Aerobat	0	4
CE-172	Skyhawk	0	115
CE-172	Cutlass	0	0
CE-172RG	Cutlass	0	1
CE-182	Skylane	0	38
CE-182	Turbo Skylane	0	1
CE-182RG	Skylane RG	1	8
CE-182RG	Turbo Skylane RG	0	1
CE-185	Skywagon	0	0
CE-U206	Stationair 6	2	60
CE-TU206	Turbo Stationair 6	2	31
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-208	Caravan I	9	36
CE-210	Centurion	0	11
CE-T210	Turbo Centurion	1	41
CE-P210	Pressurized Centurion	0	8
CE-188	AgHusky	0	0
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	0	2
CE-335		0	0
CE-340		0	8
CE-402		0	1
CE-404	Titan	0	0
CE-406	Caravan II	0	2
CE-414	Chancellor	1	5
CE-421	Golden Eagle	1	7
CE-425	Conquest I	3	13
CE-441	Conquest II	1	3
CE-500	Citation I	0	0
CE-S550	Citation S/II	5	26
CE-650	Citation III	4	19
REIMS AVIATION			
• Single-Engine			
CE-F152		2	4
CE-F152	Aerobat	0	24
CE-F172	Skyhawk	2	13
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		34	482
Manufacturers net billing — $51,287,468			
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	1
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	3
AD-My.50	Falcon	2	3
AD-My.900	Falcon	2	11
TOTAL		4	19
DeHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5		1	3
DHC-6	Twin Otter	2	4
DHC-7		0	1
DHC-8		3	27
TOTAL		6	35
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	5	16
EMB-710	Carioca	0	0
EMB-711	Corisco	0	4
EMB-712	Tupi	0	8
EMB-720	Minuano	0	17
EMB-721	Sertanejo	0	0
• Multi-Engine			
EMB-110	Bandeirante	1	6
EMB-120	Brasilia	1	11
EMB-121	Xingu	0	3
EMB-810D	Seneca II	0	24
EMB-820		2	2
EMB-821		1	3
		10	94
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	1
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		2	25
TOTAL		2	26
GATES LEARJET			
• Multi-Engine			
LR-25D		0	0
LR-25G		0	0
LR-35A		0	10
LR-36A		2	2

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		Nov. 86	Cal. Year
LR-65		1	5
TOTAL		3	17
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	3	13
GR-1159C	Gulfstream IV	1	3
AE-840	Turbo Commander	0	0
AE-900	Commander 900	0	0
AE-980		0	0
AE-1000		0	0
TOTAL		4	16
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	5
	Astra	1	6
TOTAL		1	11
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	4
LA-250	Renegade	3	19
TOTAL		3	23
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	6
M-5-200		0	0
M-5-235C	Lunar Rocket	0	4
M-6-235		0	2
MX-7-180	Super Rocket	2	8
M-7-235	Super Rocket	0	9
MX-7-235		0	21
TOTAL		2	50
Manufacturers net billing – $74,258			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	2	29
M-20J	205	3	16
M-20K	252	7	80
M-20K	231	0	1
TOTAL		12	126
PARTENAVIA S.P.A.			
• Multi-Engine			
P68C		0	9
P68C-TC		0	3
P68	Observer	0	4
P68	Observer TC	0	2
Spartacus		0	1
TOTAL		0	19
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	*	0**
PA-28-161	Warrior	*	65
PA-28-181	Archer II	*	34
PA-28-236	Dakota	*	6
PA-28RT-201	Arrow IV	*	6
PA-28RT-201T	Turbo Arrow IV	*	1
PA-32-301	Saratoga	*	10
PA-32R-301	Saratoga SP	*	1
PA-32R-301T	Turbo Saratoga SP	*	5
PA-46-310P	Malibu	*	67
• Multi-Engine			
PA-31-350	Chieftain	*	1
PA-31P-350	Mojave	*	0
PA-31-500	Cheyenne I	*	0
PA-31-500	Cheyenne IA	*	2
PA-42-720	Cheyenne III	*	1
PA-42-720	Cheyenne IIIA	*	3
PA-42-1000	Cheyenne 400LS	*	3
PA-34-220T	Seneca III	*	31
PA-44-180	Seminole	*	0
PA-44-180T	Turbo Seminole	*	0
PA-T1020		*	0
PA-T1040		*	0
TOTAL		*	236
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	1
SD-3-30		0	1
SD-3-60		4	20
TOTAL		4	22
	SINGLE-ENGINE	65	1,037
	MULTI-ENGINE	69	559
	GRAND TOTAL	134	1,596

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	November			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	10	14	*	85	80	*
Beech	31	20	27	240	254	376
British Aerospace	3	6	5	73	70	54
Britten-Norman	0	3	1	7	11	10
Canadair	5	0	*	15	6	16
Cessna	34	45	76	482	781	880
Dassault	4	2	*	19	18	23
De Havilland	6	3	11	35	34	31
Embraer	10	17	9	94	124	97
Fairchild	2	5	2	26	25	22
Gates	3	4	4	17	23	23
Gulfstream	4	5	3	16	52	44
Israel	1	0	1	11	8	12
Lake	3	1	2	23	20	25
Maule Air	2	8	6	50	81	52
Mooney	12	10	17	126	79	136
Partenavia	0	*	*	19	*	*
Piper	*	40	56	236	498	578
Short	4	1	1	22	17	28
TOTAL	134	184	224	1,596	2,181	2,407

* Figures not available.

** Piper figures include deliveries for January through September.

STATUS OF AIRPORT & AIRWAY TRUST FUND

SEPTEMBER 30, 1986

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 8,630,702,127.61	$ 7,425,506,743.43
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	515,000.00	62,881,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,700,000.00
2. Non-commercial 9 cents tax	2,143,000.00	34,601,000.00
3. Non-commercial 3 cents tax	798,000.00	11,354,000.00
4. Transp by air,seats,berths,etc.		
Use of international trav fac	184,797,000.00	2,401,766,000.00
Transp of property and cargo	10,469,000.00	93,156,000.00
	11,873,000.00	136,937,000.00
Total Tax Receipts	210,820,000.00	2,743,395,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	1,246.00
2. Any liquid fuel except gas	0.00	6,893,536.00
3. Gasoline -Retailer's tax	0.00	584,582.00
4. Gasoline -Manufac. tax	0.00	44,987.00
Total Reimburse For Tax Refunds	0.00	7,524,351.00
Net Tax Receipts	210,820,000.00	2,735,870,649.00
C. Interest on Investments	424,911.57	829,182,675.22
Net Receipts	211,244,911.57	3,565,053,324.22
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	6,480,000.00[1/]	434,826,635.34
2. Grants-in-aid for airports	84,291,152.80	853,409,396.44
3. Facilities & equipment	92,213,149.09	757,754,743.50
4. Research engineering & development		
B. NOAA weather services	27,965,873.69	292,573,124.77
C. Interest on Refund of Taxes	5,797,650.00	26,796,000.00
	0.00	954.00
Total Expenditures	216,747,825.58	2,365,360,854.05
IV. BALANCE - END OF PERIOD	8,625,199,213.60	8,625,199,213.60

STATEMENT OF FINANCIAL CONDITION

ASSETS :			
Undisbursed Balances:			
Airport & Airway Trust Fund		$	
Operations	-47,762,880.47		
Grants-in-aid for Airports	-4,635.34		
Facilities & Equipment	-5,224,269.68		
Research Engineering & Development	14,591,385.67		
NOAA weather services	67,400,613.42		
	0.00		
Investments :		$	29,000,213.60
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:			
9-1/4% maturing JUNE 30, 1987	$ 71,331,000.00		
9-3/8% maturing JUNE 30, 1987	41,623,000.00		
9-1/2% maturing JUNE 30, 1987	59,514,000.00		
9-3/4% maturing JUNE 30, 1987	8,423,731,000.00		
			8,596,199,000.00
Total Assets			8,625,199,213.60
LIABILITIES:			0.00
EQUITY:			
Excess of Assets over Liabilities		$	8,625,199,213.60
Total Liabilities and Equity			8,625,199,213.60